

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Oahu Railway & Land Company Terminal Depot Building

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 333 N. King Street

City or town: Honolulu State: HI County: Honolulu

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___meets ___does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☐
Public – Local ☐
Public – State ☒
Public – Federal ☐

Category of Property

(Check only **one** box.)

- Building(s) ☒
District ☐
Site ☐
Structure ☐
Object ☐

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

| Contributing | Noncontributing | |
|-----------------------------|-----------------------------|------------|
| <u>1</u> | <u> </u> | buildings |
| <u> </u> | <u> </u> | sites |
| <u> </u> | <u> </u> | structures |
| <u> </u> | <u> </u> | objects |
| <u>1</u> | <u>0</u> | Total |

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/Rail-related

Current Functions

(Enter categories from instructions.)

Government/Government Office

7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th & 20th Century Revivals

Mediterranean Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete foundation and walls, Stucco walls,
Terra Cotta roof

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Oahu Railway and Land Company (OR&L) Terminal Depot Building is located on the periphery of downtown Honolulu, in Iwilei. It is sited on the corner of North King Street and Iwilei Road, on a five-and-one-half acre parcel that also contains the OR&L Co. Land Department Office and Document Storage Building (1914), and an open parking area. An abandoned filling station (1940) that was located on the property was demolished c. 2016. The property is enclosed by a painted metal fence set onto a low curb.

The OR&L Terminal Depot Building is a two-story Spanish Colonial Revival Style building with an approximately 185' x 100' footprint that is located on the southeast of the property. It is constructed of stucco-covered, reinforced concrete and has a gable-on-hip roof covered with red barrel tile. In plan, the building is reverse L-shaped, with the long, northeast wing measuring approximately 185', and the short, southeast wing measuring approximately 100'. An outset arcade with arched openings extends around most of the building. There is a porte-cochere on the southeast side, and on the northeast side is a large clock tower with a crenelated battlement.

The Depot building retains a high level of integrity. It maintains integrity of location, since it has not been moved. It has had no major exterior alterations, and retains a large degree of its integrity of design. Integrity of setting is somewhat compromised, primarily due to the removal of the tracks leading to the building, but also due to changes along and across King Street. However, the building does retain its relationship with the nearby Office & Document Storage Building, as well as King Street and Iwilei Road. Integrity of materials has been retained, despite some window replacement with in kind, or similar materials. Integrity of workmanship also remains. The integrity of feeling is largely lost due to the changes in use of the building and site; originally, it was directly linked with the railway and with transportation in general, and the changes have severed that link. The building retains a fair amount of integrity of association; it is still able to convey its historic appearance, and is linked with the extant nearby OR&L Co. Office & Document Storage building, though association of both buildings with the railway has been lost over time, with removal of the tracks and other OR&L Co. facilities.

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Narrative Description

Property

The OR&L Terminal property is an approximately wedge-shaped 5.5-acre lot located on the periphery of downtown Honolulu, in Iwilei. It is sited on the corner of North King Street and Iwilei Road. The property contains the OR&L Co. Land Department Office and Document Storage building (1914), and open parking areas. The property is enclosed by a painted metal fence set onto a low curb. The two extant buildings are located on the side of the property closest to King Street. An open asphalt-paved parking lot is located to the west of the Depot building, along the property's border with Iwilei Street and its west perimeter. This parking area is connected to a second asphalt-paved parking area to the east of the Depot building and south of the Office & Document Storage building. Two driveways provide access to the property and parking areas, one off King Street, and the second off Iwilei Street. Most of the lot is paved for parking, except for a large lawn area at the intersection of King and Iwilei Streets, fenced gravel areas to the east and north of the Office & Document Storage building where buildings (an abandoned service station and an accessory vault) have recently been demolished, a sidewalk and planting areas. The concrete sidewalk extends from the King Street sidewalk to the Depot building's entrance below the clock tower. One planting area is located along the eastern side of the Depot building, between the building and one of the parking areas. Another is just south of the sidewalk between King Street and the building, bordered by the sidewalk, the Depot building, and the fence-line along King Street. A final set of two planting areas flanks the entrance to the Office & Document Storage building. These areas are bordered by the building on the north side, and are delineated by rough coral stones along the other three perimeters. Most of the planting areas contain a mix of grass and trees including plumeria (*Plumeria*) and assorted palm trees, while the two in front of the Office & Document Storage building contain only plumeria trees. A former driveway extends from the fence line near King Street, through the Depot building's porte-cochere, ending at the southwest corner of the building.

Depot Building

The Oahu Railway & Land Co. (OR&L Co.) Terminal Depot Building is two stories with a one-story clock tower atop the second story, directly above the building's main entrance. It has stuccoed concrete walls, a red barrel-tile hip, and gable-on-hip roof on the main portion of the building, and a flat roof with a parapet at the projecting first story and porte cochere sections. Overall, the building is reverse L shaped in plan, and the property is enclosed by a painted metal fence set onto a low curb. At the rear southwest side of the building are two large concrete bumpers against which trains parked. These mark the historic location of two of the tracks that came into the Honolulu Terminal building.

There is an outset arcade with arches along the northeast and southeast facing walls of the first floor, and a porte-cochere with matching arches along the southernmost part of the southeast side of the building. The arcade has projecting beams with engaged pendants running perpendicularly to its length, and a herringbone-patterned brick floor. The second story, along the southwest side of the long leg of the L, has an arched arcade, which slightly overhangs the first floor. The ceiling of this area appears to have been dropped as part of a later modification. The first story of this wall has infilled arched openings. At the south end of the southwest wall, an elevator has been added to the exterior of the building. The northwest facing wall of the short

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

leg of the L has infilled arched openings at the first floor with a mix of flush doors, or barred jalousie windows in the former openings, and double hung windows at the second floor. In most locations where arches have been filled, the infill portion is painted a contrasting color to the rest of the stucco walls.

Historic windows remain along the street-facing south and southeast-facing sides of the building, while some have been replaced on the less visible north and northwest-facing sides. Remaining historic windows are metal or wood framed, with multi-lite windows, typically ten- or 15-light metal sash, and double hung one-over-one wood sash. The historic multi-lite windows are casement-type, and have a fanlight section at the top. They are typically placed in single, evenly spaced units, while double-hung windows are in arranged single, double and triple configurations. Most windows at the first floor have been fixed in place, for security reasons, but those on the second floor are operable. Original doors have been more uniformly replaced than have the windows, with flush single and double doors used in place of historic doors, or added where there had not previously been a door. Some arched openings on the ground floor are also equipped with iron gates, rather than solid doors.

Most of interior of the building has been altered. The interior was almost entirely renovated to accommodate offices in 1975. The only parts that have not been altered significantly are the entry foyer and vestibule, and the main staircase, where the historic flooring and stairs have been retained; and in the second floor south office's waiting area, where what is likely a portion of the original box beamed ceiling has been retained. A small amount of historic octagonal tile on the floor of the maintenance office below the main stairs has also been retained. At nearly every other room in the interior, the ceilings have been dropped. In most cases, a space was left to prevent the new ceiling from blocking the original windows. The original floors have been covered with vinyl tiles or carpeting, and walls have mostly been covered with gypsum boards. New walls have also been added, to create separation between offices, and are made from either concrete masonry units or gypsum board.

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Areas of Significance

(Enter categories from instructions.)

Architecture

Transportation

Commerce

Period of Significance

1889-1961

Significant Dates

1889

1925

1947

1961

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Guy Nelson Rothwell

Hawaiian Contracting Company

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Oahu Railway & Land Company Terminal Depot building is locally significant under Criterion A for its association with the Oahu Railway & Land Co., which developed Oahu's rail system, and provided transportation for the sugar and pineapple plantations, the military, and residents of Oahu, thereby spurring development across the island.

The OR&L Terminal Depot building is additionally significant under Criterion C for embodying the distinctive characteristics of a type and period of construction. The Depot is an example of the Mediterranean Revival Style, which embodied the distinctive characteristics of many of Honolulu's Territorial era public buildings, especially those constructed during the 1920s.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

The property's 1889-1961 period of significance begins with Benjamin F. Dillingham's acquisition of the land from King Kalakaua for construction of the railroad and first terminal depot building. The period extends through construction of the extant Depot building in 1925, including the company's decades operating the rail, and its shift to bus transportation in 1947, and ends when the company lost the property to the state in a 1961 settlement.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The OR&L Terminal Depot building is locally significant for its association with Oahu's transportation network. It served as a key element in Benjamin Dillingham's scheme to develop a railroad that extended across most of the island that would help carry agricultural products (primarily sugar) to Honolulu's ports, allowing land he or his partners owned to produce returns from their agricultural pursuits. This 5.5-acre parcel is one of the most visible remnants of the comprehensive empire that Dillingham built.

The OR&L Terminal Depot Building was constructed in 1925, designed by well-known local architect Guy N. Rothwell, to replace the earlier, 1889 depot building. It served passengers arriving from and departing to all parts of the island, and was the railroad's urban terminus. When it was constructed, rail remained the primary means of transportation between rural, plantation towns, other parts of the island, and Honolulu. The depot and its surrounding property was the main hub for both passenger and freight transit on Oahu.

Transportation and Commerce

The OR&L Co. was the brainchild of Benjamin Franklin Dillingham, a former sailor who made his home in Hawaii somewhat serendipitously. After breaking a leg while in Honolulu on shore leave in 1865, he made his start in local business. His first venture was the 1869 purchase of the hardware store on Fort Street where he found employment after the accident. In this venture, he partnered with Alfred Castle, the son of one of the founders of Castle & Cooke, which was a large mercantile firm in Honolulu.

The entrepreneurial Dillingham saw the potential for the development of sugar plantations on the island, and sought investors in a plan to purchase 41,000 acres from James Campbell on the Ewa plain, and 15,000 acres in Kahuku. Dillingham realized that investment in land in the outlying areas of Oahu could be profitable, but two conditions would need to be met. First, there would need to be transportation to and from those areas, and second, a reliable source of water was required in order to make good use of the land. Despite the fact that James Campbell discovered artesian water beneath his Ewa lands in 1879, Dillingham was not able to raise sufficient capital to purchase the land. However, that same year, Campbell offered Dillingham a lease on the acreage, at \$50,000 a year for 50 years, which Dillingham accepted. Dillingham now had land to develop, with a source of water, for what would become Ewa Plantation. All he was missing was the transportation infrastructure. Dillingham, through OR&L Co. was also able to acquire other land parcels, through various means, including government grants (the submerged land surrounding the terminal), as well as outright purchase (Pearl City Peninsula), with financing through a number of backers. Some of Dillingham's early supporters included Paul Isenberg, of H. Hackfeld & Co., as well as James Campbell.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

Between 1810 and 1893, Hawaii was a kingdom, with Honolulu as its capital (starting in 1845). King David Kalakaua (1836-1891), who reigned from 1874 to his death in 1891, had begun promoting rail construction in the late 1870s. In 1878, he signed "An Act to Promote the Construction of Rail-ways,"¹ and the kingdom built Oahu's first train system beginning in 1882 to transport materials from Moiliili Quarry to the docks.² Other, larger, rail ventures were started on outer islands even earlier, including the Hawaiian Railroad company on the island of Hawaii, and the Kilauea Plantation, on Kauai.

In 1888, Dillingham sought a franchise from Kalakaua to begin construction of a rail route on Oahu. The franchise was approved by the Legislature, and signed into law a week later by the King. Titled the "Act of the Hawaiian Legislature," it was enacted on September 11, 1888, and OR&L Co. was chartered on February 4, 1889.

Construction began on a narrow gauge steam railway between Honolulu and the Pearl River Lagoon (later Pearl Harbor) in 1889. By King Kalakaua's birthday on November 16, 1889, the initial section (toward Ewa) was complete, and the railway opened to the public with free rides. Not only was the initial portion of the railway finished by this date, a new terminal depot building, constructed on stilts, in the swampy Iwilei area was complete as well.

With the railroad's initial section complete, Dillingham needed riders and/or freight to bring in a profit for the railroad. He worked to make the railroad profitable until his sugar plantations could become formally established and turn profits. OR&L Co. promoted picnics and excursions to the Pearl Harbor area, and rented out entire passenger cars for private functions. The company also became involved in land development schemes along the rail line, including the development of housing in Pearl City, and the Town of Manana (and later, development of a cemetery called Loch View, complete with funeral cars to carry corpses and mourners). Around this time too, OR&L Co. trains were put into use transporting soil from the creation of Moanalua Gardens to fill the swampy area around the terminal building in Iwilei.

Ewa Plantation was formally organized in January of 1890, but was unable to process its first crop until 1892. The plantation boasted annually increasing yields, and OR&L Co. hauled the processed sugar into Honolulu. The two entities began to operate as Dillingham had planned, with each dependent upon the other for success.

The 1890s were a time of political turmoil for Hawaii that began with the death of Kalakaua in 1891, followed by the overthrow of his successor, Queen Liliuokalani in 1893, by American businessmen. A Provisional Government followed the overthrow, and Hawaii subsequently spent a few years as a republic. The decade culminated in the 1898-1900 annexation of Hawaii as a territory of the United States.

Dillingham had business interests firmly enmeshed with fellow pro-annexation American businessmen. He left Hawaii from March of 1892 to May of 1893, avoiding the period of the overthrow itself, possibly in order to appear to be impartial.³ He had partnered with Lorrin A. Thurston, key figure in the overthrow of the Hawaiian Monarchy, in the 1892 development of the

¹ Jim Chiddix and MacKinnon Simpson, *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 14.

² Ibid. p. 158.

³ Christine Skwiot, *The Purposes of Paradise: U.S. Tourism and Empire in Cuba and Hawaii* (Philadelphia, PA: University of Pennsylvania Press) 2010. p. 225.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

Hawaiian Bureau of Information. The bureau was an "organization established for the purpose of promoting the interests of the Kilauea Volcano House [owned by Thurston], and the Oahu Railway & Land Companies."⁴ Once the overthrow occurred, Dillingham supported annexation, along with his fellow Americans.⁵

By 1895, OR&L Co. was returning a small profit, and the rail line had been extended to Waianae. Here, the line served the Waianae Sugar Company. As OR&L Co. had done along the rail route since the beginning, Dillingham promoted excursions to the now more easily accessible Waianae coast.

Dillingham's ultimate goal was to extend the railway out to his other leased parcel of land in Kahuku. In 1898, after the rail line stretched around Kaena Point, Dillingham began development of the Haleiwa Hotel, a planned destination resort on the north shore. The hotel was complete in 1899, and although it did not become greatly successful, it did bring passengers to the railroad. While work was underway to bring the line to Kahuku, Dillingham developed the Kahuku Plantation. This way, the crops would bring in income, even before the railway reached the plantation.

Despite all the promotions, passengers had never been OR&L Co.'s primary focus. The majority of the company's business and profit came from cargo. In addition to the Honolulu Plantation, O'ahu Sugar Company, Ewa Plantation, the Waianae Sugar Company, Kahuku Plantation, and the, the OR&L Co. ferried cargo of all types between stops along its line, including rice, corn, timber, sisal, guano and quarried materials. Another major factor in OR&L Co.'s success was its extension of tracks up to Wahiawa, where it carried pineapple from Dole Plantation (and others) to the Iwilei docks for canning.

In 1904, Dillingham's health failed, and his son Walter Francis Dillingham took over as the company's chief financial officer. Benjamin Dillingham, however, remained on as president and general manager of the company until 1915, when he resigned as general manager. He remained president until his death in 1918. At that time, OR&L Co. was operated by both of Dillingham's sons, Walter who served as treasurer and financial director, and Harold who acted as vice president until his retirement from the company in 1949. B.F.'s sons ran the railroad along with George Denison, its general manager. It was reported by the *Paradise of the Pacific* in the early 1920s that, "under their guidance...the railroad has gone steadily ahead, increasing its equipment, keeping ahead of the demands [made] upon it by fast growing industry."⁶ OR&L Co. railroad operations remained a principal mode of travel and transportation across Oahu through the 1920s. After B.F.'s acquisition of the main Depot property via a Royal grant predicated on the use of the property for rail operations, OR&L Co. continued to acquire land for expansion of its rail operations. While much of the property held by OR&L Co. was leased sugar plantation land, the land closer to Honolulu, in the Iwilei area was generally purchased, and used for rail operations. This allowed OR&L Co. to take the freight from their sugar operations, and other cargo directly to the docks for delivery to ships. Because so much of Honolulu's industry relied on the ingress and egress of materials and products via rail, it was appealing to

⁴ David W. Forbes, *Hawaiian National Bibliography, 1780-1900: Volume 4* (Honolulu, HI: University of Hawaii Press) 2003. pp 445-446.

⁵ Christine Skwiot, *The Purposes of Paradise: U.S. Tourism and Empire in Cuba and Hawaii* (Philadelphia, PA: University of Pennsylvania Press) 2010. p. 225.

⁶ "Take a Trip Over the Oahu Railway and You Will Not Wonder That Its Story is a Romance," *Paradise of the Pacific*, December 1924, Vol. 37. p. 117.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

site their shops on the west side of Honolulu, where the OR&L trains ran. This contributed to the vast majority of Honolulu's industrial development occurring west of downtown.

Walter also founded the Hawaiian Dredging Company, while Harold became president of B.F. Dillingham Co., Ltd., serving from 1918-1962. Harold was also president of Kauikeolani Children's Hospital, from 1936-1968.

The Office building was constructed in 1914, after OR&L Co. had overcome its early challenges, and represents a high point in the company's history. During this time, the company was hauling sugar cane from most of the island's sugar mills, pineapple from the Wahiawa area plantations, passengers back and forth into Honolulu, and military personnel and material from both Pearl Harbor Navy base and the recently constructed Schofield Barracks, near Wahiawa.

In 1924-25, a more permanent depot building that included company headquarters was constructed, adjacent to the Office building, to replace the 1889 wooden depot. Guy Nelson Rothwell⁷ was responsible for the original design of the new OR&L Co. Depot building.⁸ However, the OR&L Co. made changes to his design throughout its construction. This allowed the company greater flexibility during the construction process, which entailed concurrent demolition of the old terminal and construction of the new one, without interrupting terminal operations.⁹

The construction work was performed by OR&L Co.'s sister company, Hawaiian Contracting Company.¹⁰ The company had been organized by Walter F. Dillingham and associates several years earlier (1918) to support OR&L Co.'s construction projects, and grew into a successful contracting firm later responsible for the construction of bridges and buildings throughout the Hawaiian Islands.¹¹

The use of the Dillingham's own contracting company was explained by George Denison, OR&L Co.'s General Superintendent as follows:

It would have been an injustice to any contractor to ask him to tackle the job under the circumstances, so we did the work with our own crew, making plans as we went along – mostly. We had a pretty definite idea of what we wanted, but the circumstances under which we had to go about getting it made a complete plan before work began almost out of the question. As long as the work was all in the family there was forbearance also. We put up with the mess made by the workmen and they stood for our getting in their way and asking them to rip something out and make it over to fit a new idea that some one of us had just thought of. But we're comfortably housed now, and enjoy our accommodations

⁷ Guy N. Rothwell biography included under Criterion C discussion.

⁸ "Proposed OR&L Co. Station," *Honolulu Star Bulletin*, October 18, 1924. p. 6.

⁹ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹⁰ "Camera Glimpses of Life in Hawaii," *Honolulu Advertiser*, December 7, 1924. (Magazine Section) p. 4.

¹¹ Dee Ruzicka, Queen Street Bridge (Nuuanu Stream) Pre-Draft National Register Nomination Form (Prepared for Parsons Brinckerhoff) August 2012.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

with more individual relish, perhaps, because each one of us had a hand in the plans."¹²

In May 1925, Honolulu newspapers announced that the new depot building was finished. Originally, the new construction had been estimated to cost \$75,000, although once completed, approximately \$100,000 had been spent, and a \$25,000 extension was already planned.¹³ A *Honolulu Advertiser* article noted that the new depot "is a colorful bit of old Spain, or a dip into the missions of California, so far as the style of architecture is concerned," and that, "just like any big town station, the iron gates clang in and out upon the arrival or departure of trains."¹⁴

On the ground floor of the depot, the building included a spacious waiting room, ticket office in the center (with four windows), a "thoroughly modern baggage and express receiving and delivery department,"¹⁵ an information booth, public telephones, news stand, soda fountain, and a lunch stand. The second floor included offices for OR&L Co.'s President, Walter F. Dillingham; treasurer Harold G. Dillingham; General Manager George P. Denison; Assistant General Freight and Passenger Agent, G.A. Cull; Superintendent Harry N. Denison; Assistant Superintendent G.H. Rabb; and Secretary Mrs. Scott; as well as offices for the accounting department, and dispatchers. The building also included refrigerated water piped throughout the building for drinking fountains.¹⁶

As early as 1929, OR&L began building up its bus service. Although pineapple and sugar freight consistently provided steady income for the company, ridership on the OR&L Co. lines diminished through the depression years of the 1930s, and these trains ran less frequently. Private ownership of automobiles and territorial roadway improvements further contributed to the decline in OR&L Co.'s passenger service. Previously busy railway stations became "whistle stops," and OR&L Co. converted many of its passenger cars into freight cars. Even with declining ridership numbers, and service cuts during the 1930s, OR&L Co. maintained some passenger service; they offered special charters (such as photography excursions around Kaena Point), and operated a fleet of gasoline-powered motorcars with daily service on the mainline, which were cheaper to operate than steam locomotives. The company struggled, even adding truck transport in an attempt to adapt to the changing times.

World War II reversed this decline, as OR&L Co.:

Went into a heightened schedule of moving men and material. Trains ran 24 hours a day, sometimes with five-minute headways. Many old passenger cars which – in the late '30s – had had the seats ripped out...were soon reconfigured with crude benches to carry people again.¹⁷

¹² "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹³ Ibid.

¹⁴ "New O.R. &L. Station, Just Opened to Public, is Thing of Beauty and Utility." *Honolulu Advertiser*. May 14, 1925. p. 1.

¹⁵ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹⁶ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹⁷ Jim Chiddix and MacKinnon Simpson, *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 199.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

This increased use continued throughout the war, especially on the double tracks between Honolulu and Pearl City. The heavy requirements placed on the railway meant that there was little time to do work on the rails or cars. Further, wartime shortages, including requirements for authorization to ship equipment, meant that there was little material with which to do any work, even if time had allowed. Finally, the call to war work meant that skilled labor to do the work was also scarce.

After the war, OR&L Co.'s freight and passenger business once again dropped when automobiles and trucks began to supply Oahu's transportation needs. At the same time, the railroad's infrastructure and rolling stock was in need of repair and updates. A tsunami struck Hawaii on April 1, 1946, damaging OR&L Co.'s mainline, especially between Waianae and Kahuku,¹⁸ forcing plantations on the north shore to use trucks for deliveries into Honolulu. When these and other plantations realized that truck shipping was efficient and cost effective, it became the preferred method of delivery. Revenues were also down in this period due to the post-war loss of military traffic, both in terms of cargo (down by one-third) and passengers (down to slightly above pre-war levels).¹⁹

This led to OR&L Co.'s decision to cease passenger rail operations, and their last passenger train ran on December 31, 1947. When Dillingham closed the OR&L passenger railroad, it attempted to operate a fleet of buses. This operation did not work out, and the bus fleet was sold to Leeward Bus Company, which operated a bus depot for points Ewa of town in the old RR depot terminal for several years. Passengers would take the old Honolulu Rapid Transit (HRT) line buses to Iwilei and pay a separate fare to get to Aiea or Pearl City, etc. The development of The Bus by the City and County of Honolulu included both the acquisition of HRT and Leeward Bus Company assets. At that time, the old RR depot ceased functioning as a bus depot, was remade for office use, and a front iron fence was installed across the corner driveway.²⁰

Most of the mainline track was removed after the end of passenger rail operations. For the next few decades, the Navy assumed control of the OR&L Co. tracks between Pearl Harbor and Naval Magazine Lualualei. The OR&L Co. maintained a small rail line at the Honolulu waterfront that served pineapple canneries, a meat packing plant, and the wharfs. The area around the Depot building was used for buses, and as a display area, showing the railway's historic engines, until about 1953. In 1958, the original roundhouse was razed, and the tracks were realigned to make the rail yard into a container yard to accommodate movement of containerized cargo via rail between ships and trucks. In 1962, the meat packing plant started using trucks for transportation and subsequently, nearly nine miles of track were abandoned. The pineapple canneries remained connected to the wharfs by rail lines until 1971, when OR&L Co. operations ended.²¹ During the period between the end of passenger rail service, and the 1960s, Nimitz Highway was constructed, in part, along the previous OR&L Co.'s waterfront rail

¹⁸ Oahu Railway & Land Annual Report 1946, quoted in Jim Chiddix and MacKinnon Simpson's *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 347.

¹⁹ Ibid.

²⁰ Solamillo, Comments on OR&L Property National Register of Historic Places Registration form, May 23, 2018.

²¹ Jim Chiddix and MacKinnon Simpson, *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 260.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

alignment. If OR&L Co. had not abandoned its operations, Nimitz Highway could not have been constructed.

By the 1950s, the Territory of Hawaii sought to take possession of OR&L Co.'s eleven and one-half acres of Iwilei land, including the Depot and Office buildings' site. Benjamin F. Dillingham had originally acquired the OR&L Co. property in Iwilei through a royal patent, which required the company to use the land for railroad purposes. In 1952, the Territory made the argument that, as the land was no longer being used for the railway, ownership of the property should revert to the Territory as successor government to the crown. Following statehood in August of 1959, the State of Hawaii brought the matter to court. In 1961 a settlement was made, splitting the property between OR&L Co. and the state, with the state taking possession of five and one-half acres, including the Depot and Office buildings, and OR&L Co. holding the remaining six inland/northwest acres of the property.²² That same year, the tracks surrounding the Depot building were removed. OR&L Co.'s stockholders also agreed in 1961 to merge with Hawaiian Dredging and Construction Company, becoming a subsidiary known as Oahu Railway & Terminal Warehousing Co.

Hawaiian Dredging had been established in 1902 by Walter Dillingham. It was responsible for the construction of the first dry docks at Pearl Harbor in the first decade of the twentieth century, as well as dredging the reef to create the Pearl Harbor Channel, allowing Pearl Harbor to become a major U.S. Navy base. Later, in the 1920s, Hawaiian Dredging created the Ala Wai Canal, and filled much of the land in Waikiki. It also contributed to the expansion of Honolulu Harbor, and filled areas around it. During this period, the company branched into construction as well as dredging and fill operations. In the 1930s and early 40s, Hawaiian Dredging was one of the three companies, and the only local Hawai'i company, in a consortium named Contractors Pacific Naval Air Bases, that constructed nearly all of the Pacific region's Navy bases in the lead-up to U.S. involvement in World War II, including the substantial expansion of Pearl Harbor.²³ After World War II, Hawaiian Dredging and Hawaiian Contracting (another Dillingham company) merged, and became Hawaiian Dredging Construction, Ltd. The new company focused on the construction of infrastructure in the Territory of Hawaii.

The Dillingham companies often purchased parcels of land that appeared useless at the time of purchase, but became quite profitable once fill materials had been deposited on them. An example of such a site was in Kalia, between Waikiki and Kakaako. This Dillingham lot was filled with dredge from other jobs, and ultimately developed by Dillingham, and constructed by Hawaiian Dredging Construction, Ltd. into Ala Moana Shopping Center, along with the Ala Moana building. In 1961, Hawaiian Dredging Construction, Ltd merged with twenty other Dillingham-owned companies to become Dillingham Corp. During the following decade, the company moved into resort construction, while continuing to do infrastructure work. By 1996, Hawaiian Dredging Construction became a subsidiary of a company they had partnered with for a number of projects, Kajima USA, but continued to work, as before, on infrastructure and large construction projects in Hawaii.

In 1992, the State of Hawaii agreed to lease part of the 5.5-acre parcel to the Liliha Civic Center for construction of a twelve-story office building to house state agencies and non-profits, with priority given to those state agencies that served the Liliha-Kalihi area. The plan called for

²² "State, OR&L Reach Land Suit Accord," *The Honolulu Advertiser*, September 9, 1961. Pp. A-1:7 & A-4:4.

²³ "Dillingham Corporation," *The Honolulu Star-Bulletin*, June 27, 1967, p B-11

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

demolition of the warehouse and document storage building, and retention of the terminal building. Although the warehouse was demolished prior to 2000, the document storage building was retained; it still provides offices for Kalihi-Palama Culture & Arts Inc. The construction of the twelve-story office building never materialized, and in 2001, the state agreed to a revised plan. The new plan was to lease approximately 1.825 acres to the Hawaii Housing Finance and Development Corporation for construction of an affordable senior rental apartment building. The lease period commenced in 2007, and the building was completed in 2014.

Architecture

Depot building

The OR&L Terminal Depot Building was completed during the "golden age of architecture in Hawaii...when the city was remade."²⁴ The building stands as an example of the Mediterranean Revival Style that distinctly marked Territorial architecture of that period. Many of these buildings were lost during the building boom that took place during the mid-century, after Hawai'i's admission as a state, and the arrival of the jet age.

From the late-1910s through the 20s, many prominent mainland architects came to Honolulu and brought with them distinct Mediterranean forms deemed appropriate for the climate. Such architects included York & Sawyer, who designed the U.S. Post Office, Customhouse and Courthouse in 1918 (built in 1921-22) and later, the Hawaiian Electric Company Building (1927), both in Honolulu. Another architect was Bertram Grosvenor Goodhue, who designed the iconic Honolulu Academy of Arts in 1924. This building has since been recognized as an example of Hawaii's distinct regional style. (It should be noted that in the past Goodhue has been incorrectly credited with designing the OR&L Co. Terminal Depot building). California architect Julia Morgan designed several YWCA buildings, including the Mediterranean-styled YWCA building on Richards Street in Honolulu (1927)²⁵. The Depot Building bears a strong resemblance to train stations that are, or were, located in Southern California

The Territory of Hawaii experienced a great period of growth, in terms of both population and construction, in the 1920s. The Mediterranean forms imported by mainland architects during this busy period were eventually adapted by local architects into a regional style for Hawaii, explained below:

By the 1920s ... the Spanish Colonial or Mission Revival idiom was becoming accepted as appropriate to our climate, especially in residential architecture. Adapted from the Mediterranean villa (a mixture of Italian, Spanish, and French elements), this style already was popular in sun-drenched areas of the United States from the Gulf Coast to California, and throughout the Caribbean and Mexico. From the Mission style, Hawaii architects – most notably Dickey and

²⁴ American Institute of Architects, Hawaiian Society, *Oral Histories of 1930s Architects, Transcripts of Tapes or Oral Histories Taken by Members of the Hawaiian Society* (Honolulu: Hawaiian Society of American Institute of Architects) 1982. p. 4.

²⁵ Julia Morgan designed many buildings in California, including William Randolph Hearst's San Simeon (commonly called Hearst Castle).

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI
County and State

Name of Property

Wood – developed a valid design approach for architecture that is distinctively
"Hawaiian."²⁶

Guy Nelson Rothwell

Guy Rothwell (1890-1971) was an architect and structural engineer who was born in Honolulu on November 9, 1890. Although not Hawaiian by blood, he was raised in a Royalist family that was loyal to the Hawaiian Crown. Following schooling on Oahu and in Seattle, Washington, he completed his education in architectural engineering from the University of Washington in 1911. He returned to the islands a few years later. During World War I, he served in the Construction Corps of the Navy and the overseas transport and cruiser force.²⁷ After the war, he commenced a long career, starting out working as an engineer with various construction contractors, and entering into private practice in 1923.

It was just at this time that the Mediterranean Revival style was becoming popular in Honolulu. Rothwell joined both mainland and local architects in designing in this and other styles. His early work included several buildings at Punahou, including Griffiths Hall, and J.B. Castle Hall. Other projects included the original Harris Memorial Church, Palama Settlement, All Saints Episcopal Church in Kapaa, Kauai. He also worked as consulting engineer for the City & County of Honolulu on the King St., Moanalua, Haleiwa, and Wahiawa bridges, as well as the (no longer extant) Honolulu Stadium.

In 1925, Rothwell formed a partnership with John H. Kangeter and Marcus Lester called Rothwell, Kangeter, & Lester. Their firm worked on the original design for Honolulu Hale (City Hall, completed in 1928), in a joint venture with Robert G Miller, C.W. Dickey and Hart Wood.

Around 1928, following the departure of John Kangeter from his firm, Rothwell's offices were re-organized as Rothwell & Lester, Architects and Engineers. This firm was responsible for the Bank of Hawaii, Haiku Branch, built in 1931, Roosevelt High School (a Spanish Mission Revival design), the Hilo Armory, and Koloa Church. Marcus Lester left Rothwell's firm in 1932.

During World War II, Rothwell's firm kept busy on various military and government projects. Rothwell's, and C.W. Dickey's "offices were the only two that kept going through the war."²⁸

After World War II, Marcus Lester re-joined the firm and it was renamed Rothwell & Lester, Architects in 1950. Around this time, the firm's projects included Kaimuki High School, and the Waialae Shopping Center, which was built in 1955 (later expanded and named Kahala Mall). The firm was once again re-organized in 1960 as Rothwell, Lester and Phillips, Ltd., with the addition of Elmer D. Phillips to the firm. Rothwell's son, Guy N. Rothwell Jr., joined the firm of Rothwell, Lester and Phillips, Architects, in 1961. The firm designed the Chapel of the Mystical Rose at Chaminade University in 1965-66.

²⁶ Rob Sandler, Julie Mehta, and Frank Haines, Editor, *Architecture in Hawaii: A Chronological Survey* (Honolulu, HI: Mutual Publishing) 1993. p. 36.

²⁷ George F. M. Nellist, *The Story of Hawaii and Its Builders* (Territory of Hawaii: Honolulu Star Bulletin, Ltd.) 1925. p. 749.

²⁸ American Institute of Architects, Hawaiian Society. *Oral Histories of 1930s Architects, Transcripts of Tapes or Oral Histories Taken by Members of the Hawaiian Society* (Honolulu: Hawaiian Society of American Institute of Architects) 1982. p. 74.

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Rothwell, an avid boater and yachtsman, also served as State Harbor Board Commissioner for Oahu in the 1960s.²⁹

²⁹ Newspaper articles on Guy N. Rothwell at the University of Hawaii, Hamilton Library, Honolulu Newspapers Clippings Morgue, on microfiche in Biographical section under "Rothwell, Guy N. (Nelson) Oct. 1958." Various dates.

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

American Institute of Architects, Hawaiian Society. *Oral Histories of 1930s Architects, Transcripts of Tapes or Oral Histories Taken by Members of the Hawaiian Society*. Honolulu: Hawaiian Society of American Institute of Architects. 1982.

Chiddix, Jim, & MacKinnon Simpson. *Next Stop Honolulu! Oahu Railway & Land Company 1889-1971*. Honolulu: Sugar Cane Press. 2004.

Fairfax, Geoffrey W. *The Architecture of Honolulu*. Norfolk Island, Australia: Island Heritage Limited. 1971.

Forbes, David W. *Hawaiian National Bibliography, 1780-1900: Volume 4*. Honolulu: University of Hawaii Press. 2003.

Fung Associates, Inc. *Hawaii Modernism Context Study*. Honolulu: Historic Hawaii Foundation. 2011.

Hibbard, Don. *Oahu Railway and Land Company Depot and Document Storage Building, National Register Nomination Form*. Washington D.C.: US Department of the Interior. 1987.

Historic Buildings Task Force. *Old Honolulu: A Guide to Oahu's Historic Buildings*. Honolulu: Historic Buildings Task Force. 1970.

Honolulu Advertiser

"Camera Glimpses of Life in Hawaii." December 7, 1924. p. 4. (Magazine Section)

Denison, G. P. "Rapid Progress Dates From Inauguration of Rail Transportation." July 2, 1931. p. 16.

"Oahu Railway Has 1946 Loss of \$585,086." April 1, 1947. p. 14.

"Progress Triumphs as 'No 70' Makes Last Run." January 1, 1948. p. 11:7.

"Dillingham's Folly Became Vital Oahu Transport System." July 1, 1956. Section IV-B p. 16:6.

Stewart, L. "Landmarks to Make Way For New OR&L Terminal." December 7, 1958. p. C8:6.

Casey, B. "State To Seek Return of OR&L Land." October 17, 1959. pp. A:1-7, A-6:6.

"State, OR&L Reach Land Suit Accord." September 9, 1961. pp. A-1:7, A-4:4.

Burlingame, Burl. "Elegant, functional train depot was typical of old Honolulu." January 11, 2004. (Holoholo Honolulu Section).

Honolulu Star Bulletin

"Proposed OR&L Co. Station." October 18, 1924. p. 6.

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

"Metamorphosis Cruel Word But it Tells Story – New OR&L Depot Goes Up Where Old Station Stood Without Trouble." May 23, 1925. p. 11.

"A Lifeline For Oahu: The O.R. & L. And How it Grew." September 5, 1949. p. 9.

"State Sues O.R. and L. for 11 Acres, \$1.2 Million." February 14, 1961. p. 1:6.

Black, F. "Kashiwa Calls OR&L Deal Very Favorable to State." September 10, 1961. p. 4:1.

Mason Architects, Inc. Honolulu High Capacity Transit Corridor Project, Surveyed Property Considered Eligible for National Register: Oahu Railway & Land Co. Office & Document Storage Building. Prepared for the November 2008 Honolulu High-Capacity Transit Corridor Project Draft Environmental Impact Statement/Section 4(f) Evaluation. July 2008.

Mason, Glenn. "Oahu Railway and Land Company Offices and Document Storage Building." Inventory form in the files of (prepared for) Hawaii Historic Preservation Department. 1978.

Nellist, George F. M. *The Story of Hawaii and Its Builders*. Territory of Hawaii: Honolulu Star Bulletin Publ. 1925.

Oahu Railway and Land Company. *A Brief History of Benjamin Franklin Dillingham and the Beginning of the Oahu Railway and Land Company*. Honolulu: Oahu Railway and Land Company. Ca. 1961.

Penkiunas, D. J.. *American Regional Architecture in Hawaii: Honolulu 1915-1935*. Ann Arbor: UMI Dissertation Services. 1990.

John C. Poppeliers, S. Allen Chambers, Jr., and Nancy B Schwartz. *What Style is it?* Washington D.C.: Preservation Press. 1983

Ruzicka, Dee. "Queen Street Bridge (Nuuanu Stream), Pre-Draft National Register Nomination Form." Prepared for Parsons Brinkerhoff. August 2012.

_____. "Waikele Canal Bridge & Highway Overpass, Pre-Draft National Register Nomination Form." Prepared for Parsons Brinkerhoff. 2012.

Sandler, Rob, Julie Mehta and Frank Haines, ed. *Architecture in Hawaii: A Chronological Survey*. Honolulu: Mutual Publishing. 1993.

Skwiot, Christine. *The Purposes of Paradise: U.S. Tourism and Empire in Cuba and Hawaii*. Philadelphia: University of Pennsylvania Press. 2010.

"Take a Trip Over the Oahu Railway and You Will Not Wonder That Its Story is a Romance." *Paradise of the Pacific*. December 1924, Vol. 37. p. 117.

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☒ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

10. Geographical Data

Acreage of Property .06 acres (2676 sq ft)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

☐ AD 1927 or ☒ NAD 1983

- | | | |
|------------|-----------------|-------------------|
| 1. Zone: 4 | Easting: 617721 | Northing: 2357568 |
| 2. Zone: 4 | Easting: 617780 | Northing: 2357576 |
| 3. Zone: 4 | Easting: 617779 | Northing: 2357441 |
| 4. Zone: 4 | Easting: 617718 | Northing: 2357466 |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for this property includes the OR&L Co. Terminal Depot Building and the property retained by OR&L until 1961.

Boundary Justification (Explain why the boundaries were selected.)

The boundary for this property was chosen because it includes the OR&L Co. Terminal Depot Building and the property retained by OR&L until 1961.

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

11. Form Prepared By

name/title: Lesleigh Jones
organization: Mason Architects
street & number: 119 Merchant Street Suite 501
city or town: Honolulu state: HI zip code: 96813
e-mail: lj@masonarch.com
telephone: (808) 536-0556
date: December 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Map showing location of OR&L Co. Terminal Depot Building. USGS, 1998.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Map showing UTM coordinates of OR&L Property and Depot Building.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Oahu Railway & Land Company Terminal Depot Building

City or Vicinity: Honolulu

County: Honolulu

State: Hawaii

Photographer: Lesleigh Jones

Date Photographed: 3/2/2013 (exterior) and 11/7/2013 (interior)

Description of Photograph(s) and number, include description of view indicating direction of camera:

Oahu Railway and Land Company Terminal Depot Building

Honolulu, HI

Name of Property

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0001, showing front
façade, looking west.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0002, showing porte
cochere and south corner of the building, looking north.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0003, showing front arcade and clock tower, looking northwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0004, showing front side of the building, looking southwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0005, showing concrete train curbs, looking southeast.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0006, showing first floor
arcaded walkway, looking south.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0007, showing main entry door and staircase, looking southwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0008, showing floor tiles
at entry vestibule, looking northeast.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0009, showing second floor arcade walkway, looking northwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0010, showing second floor arcade walkway, filled arch and elevator, looking northwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0011, showing first floor
east side office, looking southeast.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0012, showing first floor
south end office and filing area, looking east.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0013, showing window at first floor south office, looking northeast.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0014, showing first floor hallway and rear exit to parking area, looking northwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0015, showing second floor north office, looking southeast.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0016, showing second floor multi-purpose room, looking northwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0017, showing ceiling at second floor south office waiting area, looking north.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0018, showing rear stairwell, looking northwest.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0019, showing functioning second floor casement windows, looking south.



Oahu Railway and Land Company Terminal Depot Building
Name of Property

Honolulu, HI
County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalDepotBldg_0020, showing clock mechanism in clock tower, looking straight up.



Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.